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devices, such as electronic alarm transducers, are permitted.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28288, June 4, 1996]

§ 113.25-10 Emergency red-flashing lights.

(a) In a space described in §113.25-9(a), where the general emergency alarm signal cannot be heard over the background noise, there must be a red-flashing light or rotating beacon, in addition to the general emergency alarm signal, that:

(1) Has sufficient intensity above the background lighting that would alert personnel in the space;

(2) Is activated whenever the general emergency alarm signal in the space are activated; and

(3) Is supplied by the general emergency alarm system power supply or the vessel emergency power source through a relay that is operated by the general emergency alarm system.

(b) A red-flashing light or rotating beacon must be installed so that it is visible in the cargo pump rooms of vessels that carry combustible liquid cargoes. The installation must be in accordance with the requirements of part 111, subpart 111.105, of this chapter.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28288, June 4, 1996; 62 FR 23910, May 1, 1997]

§ 113.25-11 Contact makers.

Each contact maker must—

(a) Have normally open contacts and be constructed in accordance with NEMA 250 Type 4 or 4X or IEC IP 56 requirements;

(b) Have a switch handle that can be maintained in the “on” position;

(c) Have the “off” and “on” positions of the operating handle permanently marked; and

(d) Have an inductive load rating not less than the connected load or, on large vessels, have auxiliary devices to interrupt the load current.

[CGD 94-108, 61 FR 28288, June 4, 1996, as amended at 62 FR 23910, May 1, 1997]

§ 113.25-12 Alarm signals.

(a) Each general emergency alarm signal must be an electrically-operated

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bell, klaxon, or other warning device capable of producing a signal or tone distinct from any other audible signal on the vessel.

(b) Electronic devices used to produce the general emergency alarm signal must meet the requirements of subpart 113.50 of this part.

(c) The minimum sound pressure levels for the emergency alarm tone in interior and exterior spaces must be 80 dB(A) and at least 10 dB(A) above ambient noise levels existing during normal equipment operation with the vessel underway in moderate weather.

[CGD 94-108, 61 FR 28289, June 4, 1996]

§ 113.25-14 Electric cable and distribution fittings.

Each cable entrance to an emergency alarm signal or distribution fitting must be made watertight by a terminal or stuffing tube.

§ 113.25-15 Distribution panels.

Each distribution panel must:

(a) Be watertight;

(b) Need a tool to be opened.

§ 113.25-16 Overcurrent protection.

(a) Each fuse in a general emergency alarm system must meet the requirements of part 111, subpart 111.53, of this chapter.

(b) Each overcurrent protection device must cause as wide a differential as possible between the rating of the branch circuit overcurrent protection device and that of the feeder overcurrent protection device.

(c) The capacity of the feeder overcurrent device must be as near practicable to 200 percent of the load supplied. The capacity of a branch circuit overcurrent device must not be higher than 50 percent of the capacity of the feeder overcurrent device.

[CGD 94-108, 61 FR 28289, June 4, 1996]

§ 113.25-20 Marking of equipment.

(a) Each general emergency alarm system fused switch and distribution panel must have a fixed nameplate on the outside of its cover that has a description of its function. The rating of fuses must also be shown on the outside of the cover of a fused switch.

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(b) Each general alarm contact maker must be marked "GENERAL ALARM" in red letters on a corrosion-resistant plate or on a sign.

(c) A contact maker that operates only the general emergency alarm signal in crew quarters, machinery spaces, and work spaces must be marked "CREW ALARM" by the method described in paragraph (b) of this section.

(d) Each general emergency alarm signal must be marked "GENERAL ALARM—WHEN EMERGENCY ALARM SIGNAL RINGS GO TO YOUR STATION" in red letters at least ½ inch high.

(e) Each general emergency alarm system distribution panel must have a directory attached to the inside of its cover giving the designation of each circuit, the area supplied by each circuit, and the rating of each circuit fuse.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by USCG-2004-18884, 69 FR 58348, Sept. 30, 2004]

§ 113.25-25 General emergency alarm systems for manned ocean and coastwise barges.

A manned ocean or coastwise barge of more than 100 gross tons, if it is one that operates with the crew divided into watches for steering the vessel, must have an emergency alarm signal installation. The system must:

(a) Have an automatically charged battery as the power source;

(b) Have a manually operated contact maker at the steering station and in the crew accommodation area; and

(c) Must meet the requirements of § 113.25.7 and §§ 113.25-9 through 113.25-20 of this subpart.

§ 113.25-30 General emergency alarm systems for barges of 300 or more gross tons with sleeping accommodations for more than six persons.

The general emergency alarm system for a barge of 300 or more gross tons with sleeping accommodations for more than six persons must meet the requirements of Subpart 113.25, except as follows:

(a) The number and location of contact makers must be determined by the

design, service, and operation of the barge.

NOTE: Contact makers in the primary work area, quarters area, galley and mess area, machinery spaces, and the navigating bridge or control area should be considered.

(b) If a distribution panel cannot be above the uppermost continuous deck because of the design of the barge and is installed below the deck, it must be as near the deck as practicable.

[CGD 74-125A, 47 FR 15272, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28289, June 4, 1996]

Subpart 113.27—Engineers' Assistance-Needed Alarm

§ 113.27-1 Engineers' assistance-needed alarm.

Each self-propelled ocean, Great Lakes, or coastwise vessel must have a manually-operated engineers' assistance-needed alarm that is:

(a) Operated from:

(1) The engine control room, if the vessel has an engine control room; or

(2) The maneuvering platform, if the vessel has no engine control room;

(b) Audible in the engineers' accommodation spaces; and

(c) Powered from the general alarm power source.

Subpart 113.30—Internal Communications

§ 113.30-1 Applicability.

This subpart applies to each self-propelled vessel.

§ 113.30-3 Means of communications.

(a) An emergency means of communication required by this subpart must—

(1) Be comprised of either fixed or portable equipment; and

(2) Provide common talking means of two-way voice communication and calling among the navigating bridge, emergency control stations, muster stations, embarkation stations, and other strategic positions listed in § 113.30-5.